

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes _____
no ☒

Property Name: North Linthicum Baltimore and Annapolis RR Trestle Inventory Number: AA-1069
Address: MD 648 Historic district: yes ☒ no
City: North Linthicum Zip Code: 21090 County: Anne Arundel
USGS Quadrangle(s): Relay
Property Owner: Maryland Transit Authority Tax Account ID Number: _____
Tax Map Parcel Number(s): _____ Tax Map Number: _____
Project: MD 648 at lake Front Drive Agency: SHA
Agency Prepared By: SHA
Preparer's Name: Kathryn Barrett Date Prepared: 09/30/2008
Documentation is presented in: MHT
Preparer's Eligibility Recommendation: _____ Eligibility recommended ☒ Eligibility not recommended
Criteria: A B C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: yes Listed: yes
Site visit by MHT Staff yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

The North Linthicum Baltimore and Annapolis Railroad Trestle is a metal deck girder bridge that carries the Maryland Transit Authority's light rail over MD 648. The bridge is located within the North Linthicum community and is surrounded by small businesses and residential houses dating from 1915-1940s. Holly Creek runs near the bridge.

Horizontal-grooved abutments and wing walls support the bridge. The bridge deck is composed of a system of parallel metal beams and large girders. The ends of the beams are riveted into the girders. Metal brackets support a cantilevered walkway that extends along the southeast side of the bridge over MD 648. The brackets also support a simple metal pipe railing. The wing walls and abutments were likely constructed in the 1930s when efforts were made to elevate railroad crossings over roadways to eliminate intersection interruption. The metal bridge was likely replaced when the light rail line replaced the original railroad trestle.

Metal girder bridges were popularized throughout the state by the establishment railroad systems. The sturdy metal systems were designed to carry heavy loads across long spans. In 1880, The Baltimore and Annapolis (B&A) Railroad established the 26-mile Short Line roughly following Old Annapolis Road. By 1908, the rail system was fully electrified and provided more frequent

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended ☒
Criteria: A B C D Considerations: A B C D E F G

MHT Comments: PREVIOUSLY DETERMINED NOT ELIGIBLE IN 1988

Jim Jarman
Reviewer, Office of Preservation Services

11/7/08
Date

N/A
Reviewer, National Register Program

Date

service for passengers into Baltimore or Annapolis. As a result, many small subdivisions grew around the rail line, including the North Linthicum community. The B&A Railroad ceased passenger operations by the 1950s, as it was no longer economically feasible to compete with cars and buses. The railroad remained intact for diesel-operated freight service, with service along the North Linthicum portion of the railroad ending by 1968. In the late 1980s, Maryland Transit Authority acquired over five miles of right-of-way from the former B&A Railroad for use of the new light rail operations. The bridge replacement was required in the early 1990s to accommodate the light rail cars. By June of 1993, light rail cars operated between Baltimore and Glen Burnie.

The North Linthicum Baltimore and Annapolis Railroad Trestle is not considered eligible for listing in the National Register of Historic Places (NRHP).

Though the B&A Railroad played a significant role in the historical development patterns in the local area and economy, the original railroad trestle was replaced with a modern bridge that is no longer associated with significant events in the history of the area. The railroad trestle is also not associated with a person or persons of historical significance. The railroad trestle is also not considered architecturally significant, as it is a common example of a metal girder bridge, of which are plentiful in the state. Therefore, the railroad trestle is not eligible for the NRHP under Criteria A, B, or C. The trestle was not evaluated under Criterion D.

References:

Harwood, Herbert. "Baltimore & Annapolis Railroad," http://www/mdoe.org/balt_-annap_rr.html. August 4, 2008 accessed.

Tucker, Richard K. "27 miles of Emptiness V. 27 Miles of Auto Traffic," Evening Sun, January 6, 1956.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

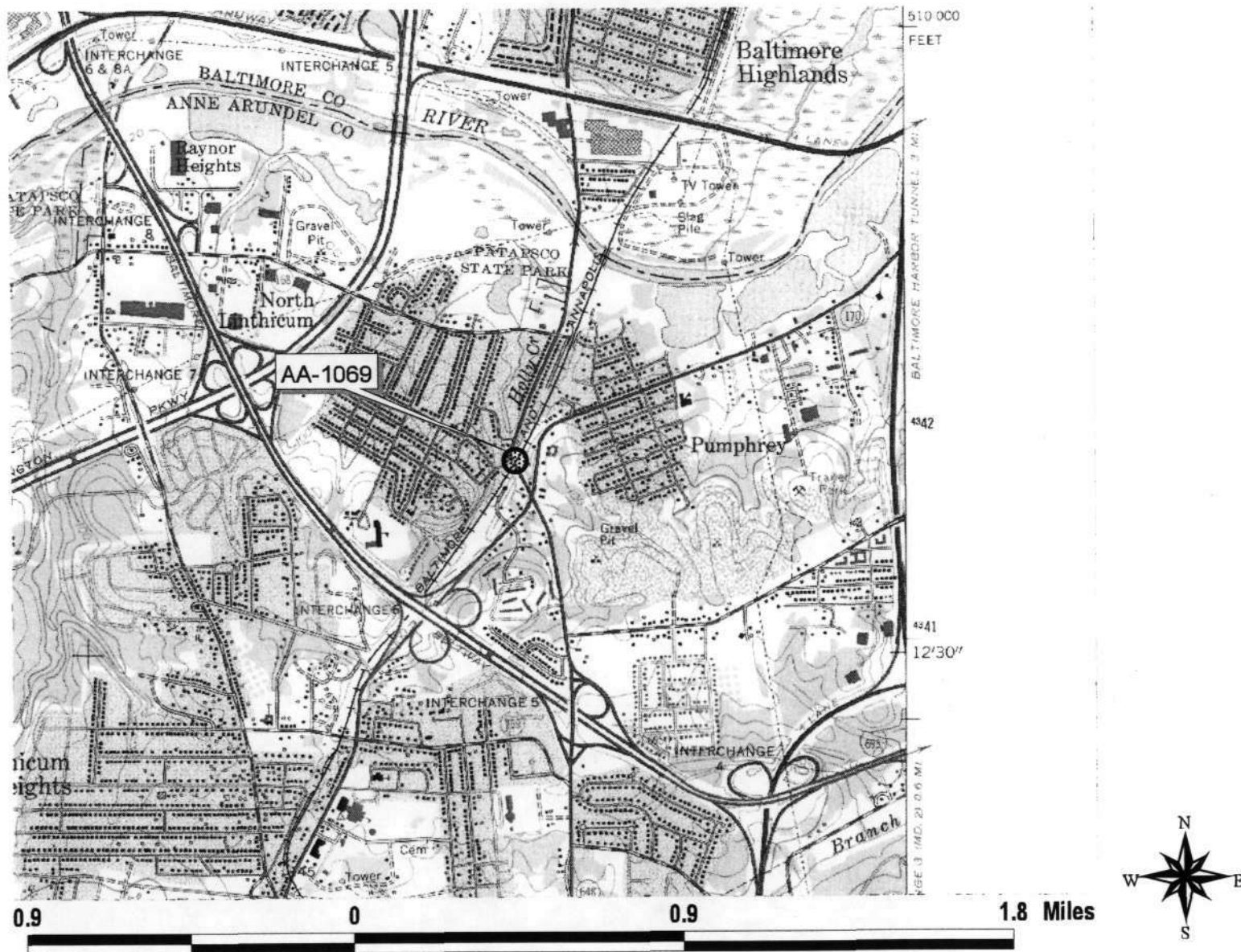
Reviewer, Office of Preservation Services

Date

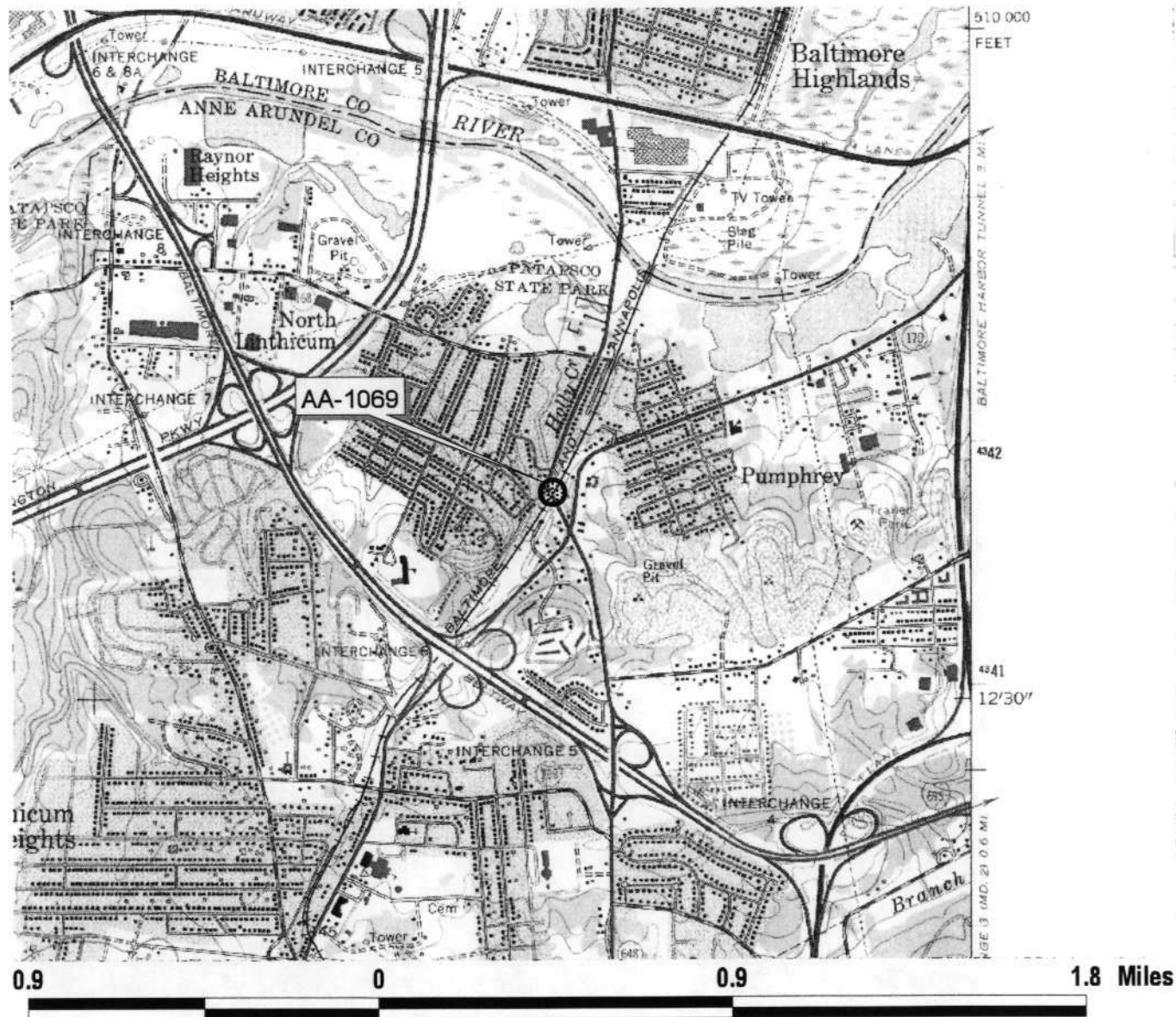
Reviewer, National Register Program

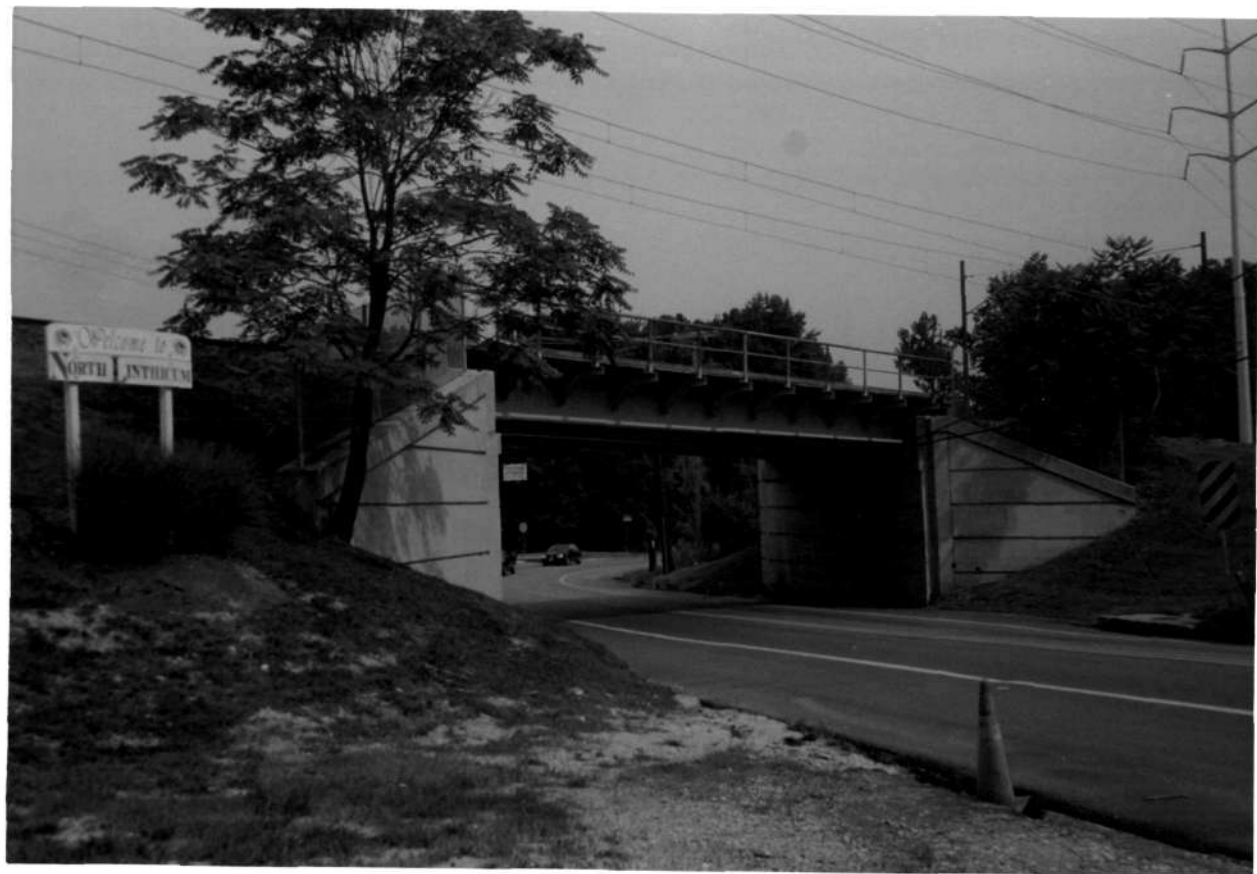
Date

MIHP # AA-1069 North Linthicum Baltimore-Annapolis Railroad Trestle
Anne Arundel County
Relay Quad



MIHP # AA-1069 North Linthicum Baltimore-Annapolis Railroad Trestle
Anne Arundel County
Relay Quad





MIHP # AA-1069

North Linthicum Baltimore: Annapolis Railrd. Trestle

Anne Arundel Co., MD

SHA

8/08

MD SHPO

View of the Bridge looking
northwest.



MHP AA-1069

North American Baltimore & Annapolis Railroad
Trestle

Anne Arundel Co., MD

SHA

8/08

MD SHPO

View of the bridge looking east.



MINPAA-1069

North Linthicum Baltimore Annapolis Rail Road

Trustee
Anne Arundel Co., MD

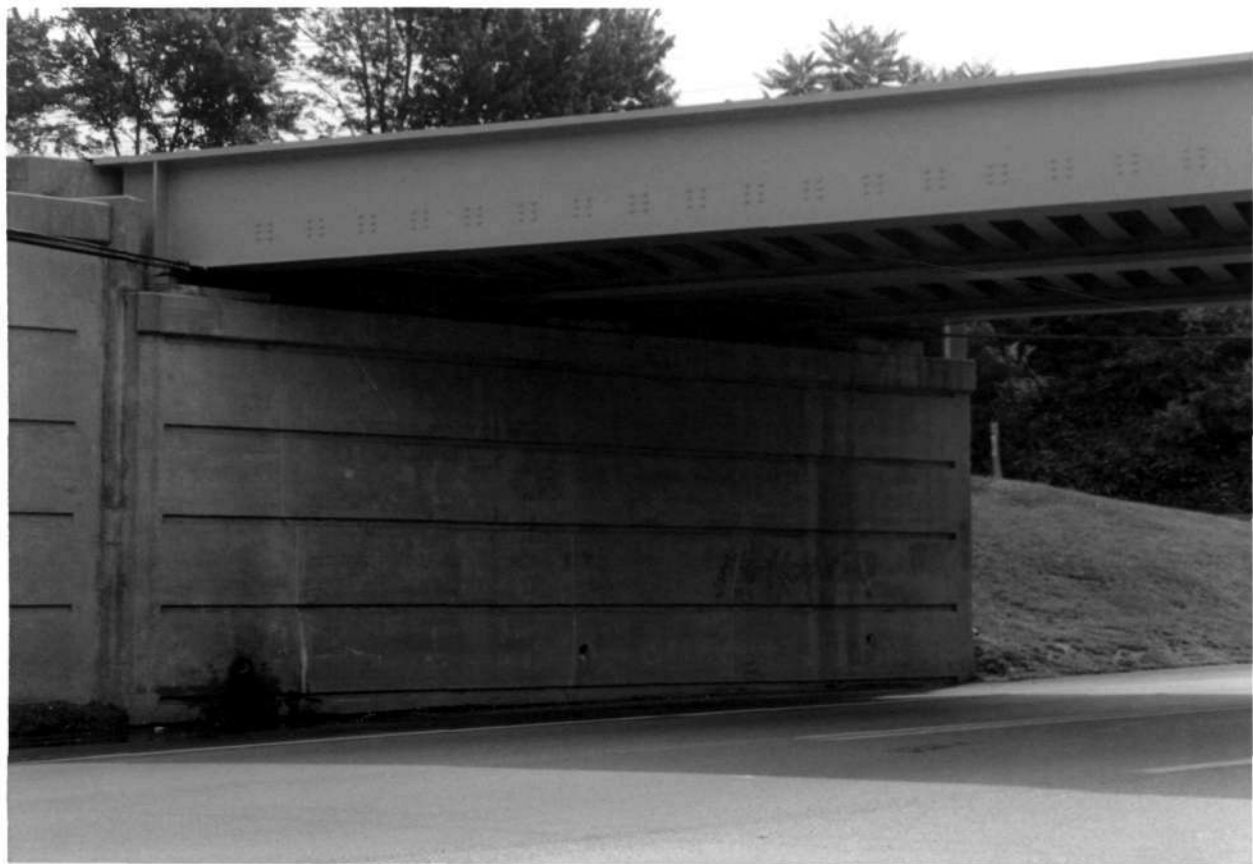
SHA

8/08

MD SHPO

View of the bridge looking northwest.

3/4



MIHP # AA-1069

North Line from Baltimore to Annapolis Railroad

Anne Arundel Co. MD Trestle

SWA

8/08

MDSWPO

View of the bridge looking northeast.

4/4

**Maryland Historical Trust
Determination of Eligibility Form**

Property Name: North Linthicum Baltimore & Annapolis RR Trestle **Inventory Number:** AA-1069
Address: Baltimore Annapolis Boulevard (MD 648) **Historic District:** **Yes** ☒ **No** ☐
City: North Linthicum **Zip Code:** **County:** Anne Arundel

USGS Quadrangle(s):

Property Owner: **Tax Account ID Number:**

Tax Map Parcel Number(s): **Tax Map Number:**

Project: Central Light Rail Project **Agency:** MTA

Agency Prepared By:

Preparer's Name: **Date Prepared:**

Documentation Is Presented In:

Preparer's Eligibility Recommendation: **Eligibility Recommended** **Eligibility Not Recommended**

Criteria: **A** **B** **C** **D** **Considerations:** **A** **B** **C** **D** **E** **F** **G**

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property:

Inventory Number: **Eligible:** **Yes** **Listed:** **Yes**

Site Visit by MHT Staff: **Yes** **No** **Name:** **Date:**

Description of Property and Justification: *(Please attach map and photo)*

MARYLAND HISTORICAL TRUST REVIEW

Eligibility Recommended: **Eligibility Not Recommended:**
Criteria: **A** **B** **C** **D** **Considerations:** **A** **B** **C** **D** **E** **F** **G**

MHT Comments: Determined not eligible by J. Rodney Little in a letter dated November 29, 1988

Reviewer, Office of Preservation Services

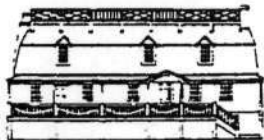
J. Rodney Little

Reviewer, National Register Program

Date

Tuesday, November 29, 1988

Date

MARYLAND
HISTORICAL

TRUST

William Donald Schaefer
GovernorJacqueline H. Rogers
Secretary, DHCD

November 29, 1988

RECEIVED

DEC 1 1988

Mr. John W. von Briesen
Project Manager
Mass Transit Administration
300 W. Lexington Street
Baltimore, Maryland 21201-3415

PARSONS BRINCKERHOFF
BALTIMORE OFFICE

Dear Mr. von Briesen:

Thank you for your letter of October 11th and the historic resources summary for the Central Light Rail project. We have reviewed the list of structures listed in "Exhibit C" (Section 4.12) and have the following comments regarding their eligibility for the National Register (NR) and Maryland Register (MR) of Historic Places:

1. Glen Burnie B & A Railroad Trestle (remaining concrete abutment) - not eligible for the NR or MR;
2. Ferndale B & A Railroad Trestle - not eligible for the NR or MR;
3. North Linthicum B & A Railroad Trestle - not eligible for the NR or MR;
4. Linthicum Station - There is not enough information about the station's alterations for adaptive reuse to determine whether it would be eligible for the NR or MR;
5. 501-503 N. Howard Street - would be eligible for the NR or MR as part of an extension of the Howard-Lexington Historic District;
6. Melvale Distillery - eligible for the NR or MR;
7. St John's Church and Parsonage - listed in the NR and MR;

AA-1069 →

Department of Housing and Community Development
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-5000

Mr. John W. von Briesen
November 29, 1988
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8. Stevenson House and Riderwood Station - both eligible for the NR and MR as part of a Riderwood Historic District (boundary not defined);
9. 1601 Lutherwood-Riderwood Drive - listed in the NR as part of the Lutherville Historic District;
10. Thomas Fortune House, Powell Griscom House, Station Master's House, Ward-Cole House, 9907 Railroad Avenue, Frank Gagliano House, John Burns House, Kenny-Concannon House and McDermott's Tavern - all eligible for NR and MR as part of the Texas Historic District;
11. Cockeysville Freight Station - eligible for NR and MR;
12. National Bank of Cockeysville - eligible for NR and MR; and,
13. Cockeysville Hotel Stable - not eligible for NR or MR.

In addition, the historic assessment should show the boundaries for all historic districts, such as Woodbury and Lutherville, which are adjacent to or intersected by the rail line. Then the effects of the rail line on the entire district should be assessed with particular attention to some individual buildings, e.g., 1601 Lutherville-Riderwood Drive which is close to the proposed line.

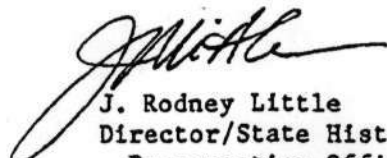
We also recommend investigation of alternatives to avoid any adverse effects of the new line on historic buildings. At this time, there appears to be only one potential for adverse effect, the possible demolition of 501-503 N. Howard Street for the downtown substation. We strongly urge you to investigate the use of other sites which would not require the demolition of historic resources.

We understand that the Baltimore Center for Urban Archaeology (BCUA) will be preparing an assessment of the project's effects to archeological resources, as the design plan develops. Based on the preliminary project descriptions, it appears that those aspects of the project most likely to impact archeological sites are the proposed stations, parking facilities and construction access/staging areas since the majority of the rail line itself will follow existing rights-of-way. We look forward to receiving the results of the BCUA's assessment. Further consultation with our office will be necessary to complete the project's archeological review as project plans progress.

Mr. John W. von Briesen
November 29, 1988
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The Trust appreciates the opportunity to comment on this resources summary. If you have questions or require further assistance, please call Ms. Beth Cole for archaeology or George Andreve at 974-5000.

Sincerely,



J. Rodney Little
Director/State Historic
Preservation Officer

JRL/GJA/EJC/meh

cc: Ms. Kristen Peters
Sallye Perrin
Mrs. Walter E. Black, Jr.
Mr. James E. Lewis
Mr. Joseph M. Coale III
Mr. Fred Shoken
Mrs. Lauri Fitzgerald
Mr. Paul McKean
Mr. Harrison B. Wetherill, Jr.
Mr. Dean Johnson
Ms. Donna Ware